

THE HOPI TRIBE

Northern Navajo County Regional Corridor

TIGER Grant Application

The Hopi Tribe, Navajo Nation, Bureau of Indian Affairs: Hopi Agency, and Navajo County

September 15, 2009



NORTHERN NAVAJO COUNTY REGIONAL CORRIDOR TIGER GRANT APPLICATION

PROJECT SUMMARY

Project Type: Highway

Location: Arizona, Hopi Nation, Congressional District 1
Rural Indian Country

TIGER Grant Funds Requested: \$21.9 million

Application contains no confidential information

PRIMARY POINT OF CONTACT

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The Hopi Tribe

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Agency Web site: None.

DUNS: 116136961

Legal Business Name – Hopi Tribe

CCR: Active in CCR; Registration valid until 06/17/2010

PROJECT DESCRIPTION

Major Connector Route from Pinon, Black Mesa, Forest Lake, Tachee/Blue Gap, Whippoorwill, Low Mountain, Polacca, Keams Canyon, Forest Lakes, Second Mesa from these Navajo Nation and Hopi Tribe Reservation communities to Arizona State Hwy 264.

Hopi BIA Route 60 Project

The Hopi Route 60 road is a major artery of traffic flow for residents, schools, emergency vehicles, and commercial vendors. Due to a substandard 13.7 mile stretch of dirt road both the Hopi and Navajo

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Tribes economy and way of life suffers. Without the construction of a paved roadway the Hopi and Navajo Tribes will continue to be significantly hampered in their ability to provide a safe and reliable access route and remain stagnant economically.

Hopi BIA Route 60 is the most direct route from regional commercial and industrial hubs of Flagstaff, Winslow, Holbrook and Show Low to residential communities on the Hopi Tribe Reservation and Navajo Nation and other tribal destinations.

The Hopi BIA Route 60 improvements are targeting investments aimed at improving safety and enhancing mobility to stimulate growth in this important northern Navajo County commercial area.

Hopi BIA Route 60 is located in one of the most economically depressed counties in Arizona. The entire county is a designated Enterprise Zone to stimulate economic growth due to high poverty and unemployment rates. Census Bureau data shows that between 2005 and 2007 18.8 percent of Navajo County families lived in poverty. This is 82 percent higher than the statewide average for the same time period.

The Hopi and Navajo people's way of life continues to be a struggle as they are constantly reminded of the unsafe access route to Hopi ranches, farms, Hopi Junior/Senior High School, Northland Pioneer College, Northern Arizona University, U.S. Indian Health Services, Hopi Health Care Center, Hopi Villages, BIA Hopi Agency, Polacca Airport, Low Mountain School and Community, Pinon Unified School District, Pinon Community School and Community, Chinle Unified School District, the Navajo Reservation and commercial businesses as they travel over the unpaved and poorly graded road.



Figure 1: Deteriorated Hopi BIA Route 60 at Cattle Guard.



Figure 2: Hopi BIA Route 60 school bus transporting students in dry conditions stirring up dirt.

This road is located in a remote area beginning at State Route 264 and mile post 396 near First Mesa. The road then heads north 13.7 miles to the Navajo/Hopi boundary and then ties into the Navajo-BIA Route N65. Route N65 intersects Navajo-BIA N4.

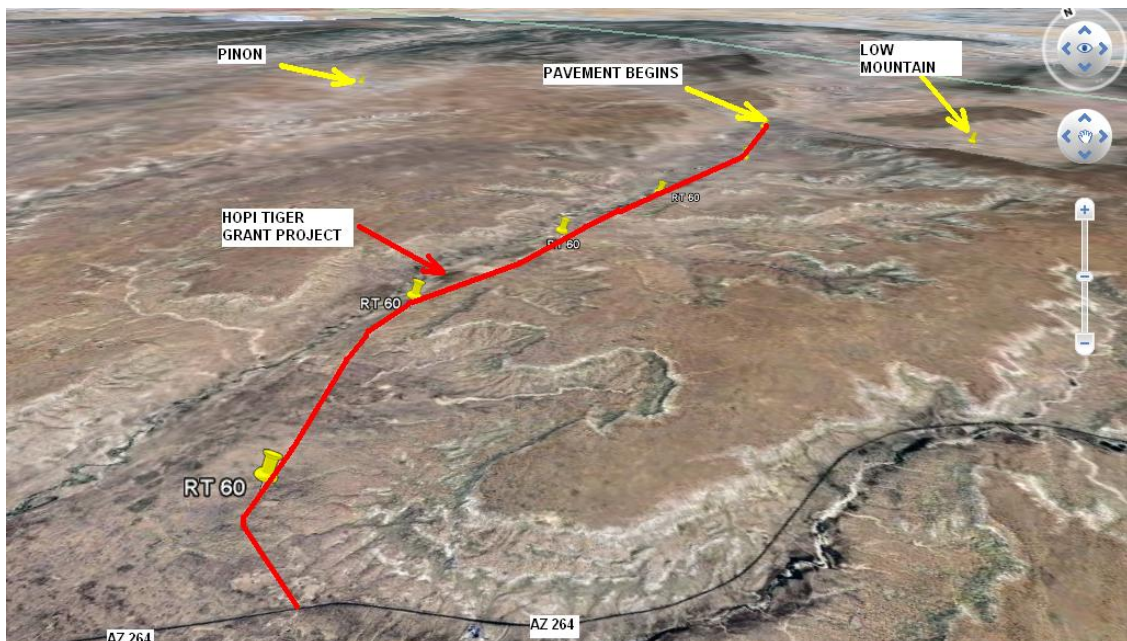


Figure 3: Hopi BIA Route 60, also known as Low Mountain Road.

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In 1971, vertical and horizontal road geometric surveys were conducted in which the U.S. Department of Interior, Bureau of Indian Affairs, Superintendent submitted a Grant of Easement for Right-of-Way to “...construct, operate and maintain highway Hopi Route 60 across the Navajo Hopi Joint Use Area” pursuant to a memorandum from the Navajo Tribal Council Chairman dated October 2, 2003. In accordance to the stipulations listed in Attachment “A” of the memorandum, specifically stipulation 1: “To construct and maintain the right-of-way in a workmanlike manner”; however, the roadway was never constructed in a manner that aided the Hopi and Navajo Tribes to experience the benefits of safe travel and economically prosperous opportunities.

It is apparent resources for repair of the road or construction of a paved road has been a disheartening reality for the Hopi and Navajo Tribes. The tribes have faced “roadblock” after “roadblock” in getting this second-rate road improved. Documentation readily available by administration points to roadway issues and attempts to remedy the problem; however, either funding or equipment was not available or both.

Over the decades various natural and human factors and lack of sufficient maintenance funding has attributed to the roadway turning into such a state of disrepair that travel between communities at times is virtually nonexistent. It is not uncommon for the Bureau of Indian Affairs, Road Agency (BIA) to be called out to rescue stranded citizens during monsoon seasonal weather or during the snowing winter months. In months with adverse weather conditions, flood waters from rain and snow make driving on the road nearly impassable because of muddy conditions, see Figure 4 below.



Figure 4: Example of adverse weather impeding passage in the vicinity.

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In preparation of this grant proposal staff was taken out to assess the current condition of the road. Although the monsoon season has been exceptionally mild with little rain, it is apparent how the traveling population struggles to avoid the washboard and pothole infested roadway, see Figure 5 below.



Figure 5: Hopi BIA Route 60 evidence of the “washboard effect” that causes damage to vehicles and reduces timely travel.

Travelers have created “side roads” on the shoulder to avoid the untrustworthy conditions of the road, see Figure 6 below. This exacerbates the problem of flooding as the roadway is lower than the flow of water surrounded by high banks creating an excellent opportunity for rain water to collect and further erode the road itself. In addition the natural vegetation is being disturbed “inch by inch” as each storm passes by.



Figure 6: Hopi BIA Route 60 altered drainage and shoulder due to severe sub-standard condition of roadway.

It is a fact, that years of grading has lowered the road elevation to a point it attracts and responds negatively to the smallest change in environment, whether it is weather related or due to increasingly large travel, see Figure 7 below. For example, BIA issued a letter to a commercial company advising their delivery trucks were no longer allowed on the roadway as the drainage pipes were being crushed and advancing the deterioration of the roadway to the point of not being repairable, which is where it is at right now.



Figure 7: Hopi BIA Route 60 effects of years of grading resulting in the road elevation lowered allowing for collection of water and snow creating potholes and the washboard effect.

Although there is an alternate paved route to get to communities at each end of Hopi BIA Route 60, it requires an approximate 2.5 hour drive from the intersection of Hopi BIA Route 60 and State Route 264 eastbound approximately 52 miles to BIA 15 northbound for 25 miles and then westbound on BIA 4 for approximately 26 miles, then the additional mileage to each individual community for a distance totaling of over 100 miles. This results in a waste of time and a large carbon footprint left by the Navajo and Hopi people.

The students who are bused from the outlying communities spend approximately an hour each way to get to school facilities. This is clearly unacceptable as this lessens the students time spent working on homework in advancement for their future. Yet, their actual ride on the school bus is uncomfortable due to the excessive bouncing, jarring and increased chances for delays. Tribal Unified School Districts expend much needed education dollars on costly repair and replacement of transportation vehicles as the roads tear up tires; deplete suspensions instead of spending the monies on education materials. The Hopi and Navajo Tribe students deserve at least equal treatment as their counterparts in the suburban and urban communities.

Hopi and Navajo people experience a similar problem in excessive wear and tear on their vehicles and their inability to make the necessary repairs. These tribal jurisdictions do not escape the ravages the economy has on the remaining county. Instead they are hit just as hard or harder as their communities

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are far more economically disadvantaged than others. This results in persons no longer able to pay for the repairs and/or maintenance on the vehicles and a replacement vehicle is clearly out of their realm because of a tight fixed income.

The Bureau of Indian Affairs, Hopi Agency (BIA) has stated at Hopi Transportation related meetings funding is at such a minimum and is not based on the maintenance funding formula. Maintenance is often called the “invisible public service.” Few people notice the work unless it blocks a lane or increases their travel time. Telephone calls of congratulations for a job well done are rare, but the phone rings off the hook – as a manager knows – when potholes develop, the grass grows tall, and drains are plugged. The high volume public use of Hopi BIA Route 60 places a higher priority for road maintenance which is above the norm of general upkeep of other roadways which manage to be bladed twice a year. In comparison to the other roads within the State of Arizona and in the United States, no other city, county or state jurisdictions have had to succumb to this level of roadway, even forest/logging roads are better maintained than this road.

With the knowledge the costs for design and studies are the same if the dirt road was repaired and replaced with crushed rock instead of paving and since there is no other alternate mode of transportation, it is imperative Hopi BIA Route 60 is paved.

In no way should the people of the Hopi and Navajo Tribes be subjected to such a state of unsuitable substandard roads. The project proposed will provide the people a decent standard roadway that is adverse from storm damage and safe for traffic from the increased population.

Project Readiness

Project Readiness

Description	Preliminary Design	Environmental Approval	Planned Improvement	Legislative Approval	Community Endorsement
Hopi Route 60	No	Yes	Yes	Yes	Yes

Identified in greater detail in the “Grant Funds and Sources and Uses of Project Funds” section, funding is available to complete preliminary design, environmental studies and clearances by awarding of the monies in February 2010.

PROJECT PARTIES

Agency	Role
The Hopi Tribe	Lead administrative agency.
Navajo Nation	Support of application.
Bureau of Indian Affairs	Consultation of road improvements and support.
Navajo County	Support in application completion and administrative on an as needed basis. Consultation of road improvements on an as needed basis.

GRANT FUNDS AND SOURCES AND USES OF PROJECT FUNDS

The Hopi Tribe identified this need for this project several years ago and was able to begin the majority of environment and design studies prior to the announced availability of this grant; however, due to delays in available funding for actual road construction, these studies need to be revisited. In FY 2007, The Hopi Tribe was awarded \$841,055 Public Lands and Highways Discretionary Funding for redesign, environmental and all other necessary clearances.

These monies will help leverage the TIGER grant funds and assist in ensuring all pre-construction activities are completed by award date; therefore, ensuring the project is “shovel ready”.

	Capital Costs
Sources	
TIGER	\$21,999,000.00
Public Lands Highway Discretionary Funding	\$ 841,055.00
Total Sources	\$22,840,055.00
Uses	
Road Construction	\$20,022,055.00
Bridge Construction	\$ 437,945.00
Environmental Costs	\$ 923,000.00
Professional Services	\$ 616,000.00
Total Uses	\$21,999,000.00

Scope of Work

The following Scope of Work identified in a prior preliminary process and in support of the need for construction paving of Hopi BIA Route 60 is as follows:

The project limits will begin at approximate MP (mile post) 395.65 / SR 264 intersection Hopi BIA Route 60 N due North for 13.70 miles end of project at N65 as jointly identified by The Hopi Tribe and Navajo Nation.

The proposed improvements include grade/drain, cattle passes, ROW (Right of Way) fencing, paved two-lane roadway, center and both shoulder traffic markings and install sign/post.

Proposed improvements will also include major drainage enhancements in association with the proposed roadway construction improvements. The proposed drainage improvements will include replacing all existing pipe culverts and install to better locations, design and install large drainage structure and constructing riprap for erosion control.

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Specific limits and scope of improvements as follows:

Beginning of project (BOP) inside SR 264 identified by MO 395.65 right angle intersection with Hopi BIA Route 60N. Inside SR 264 West Bound approaching BOP to extend existing concrete box culvert, locate buried six inch water line and relocate, removed 1-4 unit cattle guard and may require a turning lane.

MP 0.11: Remove 1-Power Pole and relocate, remove 1-Mobile Home Trailer and relocate.

MP 0.15 to MP 0.70: May have to get Temporary Constructions Easement (TCE) to construct frontage streets on both sides to avoid to many approaches.

MP 1.70 to MP 2.0: Construct one cattle pass for sheep crossing. There are no cattle in this area, only sheep. Select a borrow pit at 300 feet East 300 feet x 300 feet with a haul road.

MP 2.90: Remove 1-2 unit cattle guard and install 1-concrete cattle pass.

MP 5.00: Select a borrow pit at 400 feet East 300 feet x 500 feet with a haul road.

MP 6.40: Construct one concrete cattle pass through drainage crossing.

MP 6.60: Note: This location has a cattle trail crossing to water source on the West side at first flowing well with two native Hopi stone house structure, one on each side of the centerline.

MP 7.5: Construct one concrete cattle pass to replace an equalizer drainage road.

MP 8.00: Select a borrow pit at 500 feet East 300 feet x 300 feet with a haul road.

MP 8.85: Construct one concrete cattle pass through a large dry wash. Existing charco dikes on the upper (East) keeps drainage from flowing.

MP 9.70: Construct rip rap on the West side through large wash "U" turn and eroding embankment towards the existing roadway and onto proposed roadway and rechannel main drainage away from eroding area.

MP 9.80: Existing large wash crossing (Echo Canyon). To install 2-11 feet diameter culvert with concrete rip rap or walls.

MP 10.8: Remove 1-02 unit cattle guard located at the Hopi District Boundary.

MP 11.00: Select a borrow pit at 800 feet East 300 feet x 300 feet with a haul road and at this same location at 150 feet East to designate a staging area 500 feet x 500 feet through existing (previously used as hot plant site) located inside Hopi Partitioned Lands.

MP 12.00: Construct one concrete cattle pass through existing flood plains.

MP 12.50: Select a borrow pit at 500 feet East 300 feet x 500 feet with a haul road.

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MP 13.60/MP 13.70: End of project (EOP), make a transition into existing paved surface Navajo Route N 65.

PRIMARY SELECTION CRITERIA

Long Term Outcomes

State of Good Repair

The Navajo County 2007 population estimate is [113,800](#). By 2030 population countywide is projected to increase by nearly 50 percent to [165,600](#). According to the 2000 United States Census, the Hopi population is 6,946.

First and Second Mesa, and a large percentage of the Hopi Nation, are within Navajo County. According to the census 2004 update, county unemployment was 8.5 percent, compared to 4.2 percent in the State of Arizona and 18.2 percent in the Hopi reservation.

Census data report the Hopi Tribe's average annual household income at \$15,875; with 61 percent of households below poverty. Federally-funded programs represent 46 percent of the employment. Most private sector employment is in the service sector such as the motel and restaurant at the Hopi Cultural Center.

First Mesa, which includes Polacca; Second Mesa, which includes Shongopovi; Keams Canyon, location of BIA Offices; and Jeddito, a Navajo community, are assumed to be the bulk of the users of Hopi BIA Route 60.

Hopi Villages/Communities	2008 Population	2008 Total Households
Jedito (Hopi-Tewa)	492	126
Keams Canyon	303	89
First Mesa	1338	356
Second Mesa	979	255

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The 2005 – 2006 Comprehensive Economic Development Strategy of the Navajo Nation shows projections of population growth from the 2000 United States Census as follows:

Navajo Nation Chapters	2000	2005	2010	2015	2020
Pinon	3066	3355	3671	4018	4397
Black Mesa	398	435	476	521	571
Forest Lake	573	627	686	751	822
Tachee/Blue Gap	1443	1579	1728	1891	2069
Whippoorwill	1457	1594	1745	1909	2090
Low Mountain	923	1010	1105	1209	1323

The latest data available on the Hopi BIA Route 60 pertaining to traffic forecasts was prepared for the Public Lands and Highways Discretionary Funding application. The following was determined:

As reported by the Data Team of the Navajo Nation Transportation Department, the assigned average daily traffic (ADT) on this segment of Low Mountain Road for 1999 (data year) is 439 vehicles per day (VPD). The projected ADT for 2005 (design year) is as high as 653 vpd as represented in the Traffic Study prepared for this project.

The project is located on Indian Nation Land and hence comprehensive accident data may not be available.

The intent of the project is to pave an existing substandard dirt road to applicable Federal Highway Standards. The action of paving improves the condition of the surrounding environment through preservation ending traffic using the shoulder and drainage ditches as roadway.

The structures already in place will be enhanced as drainage culverts will be reinforced allowing for increased traffic and proper drainage during storms and snow run off. One particular segment of the road will allow for proper build up and necessary guardrails deterring a potential tragedy when school busses filled with children teeter around the curve narrowly missing the steep drop off.

BIA has stated their budgeted maintenance for the existing dirt road is twice per year; however, due to the extent of disrepair several of the road segments are graded at an increased rate especially after adverse weather.

The maintenance repair schedule for the paved road will be as follows:

Preserving and keeping a highway, including all its elements, in as nearly as practical as constructed condition; and the operation of a highway facility and services thereto, to provide

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safe, convenient and economical use of the facility. Level of maintenance shall be determine by periodic inspection during the fiscal year by the Region Road Engineer, or his Maintenance Engineer, to determine the quality and quantity of work accomplished by The Bureau or Contract Forces, keeping in mind the funding obligated.

Economic Competitiveness

Constructing a paved roadway provides an immense opportunity for economic prosperity. Commercial industries will be more prone to expand and develop in communities neighboring the inlets of this roadway as it is a more direct route between the communities.

The current state of the roadway negatively impacts this prosperity as industries view the road way as a deterrence since heavy semi-tractor traffic is not feasible and the only way to provide goods and services to the communities is by a 2.5 hour alternate route. This waste of gas and increase costs in wages to transports goods and services are truly inequitable for industries.

Livability

The positive impacts the communities will experience are indescribable. Communities will be able to access much needed health care and emergency services in a timelier manner.

The Hopi Indian Reservation is located in the high desert region of northeastern Arizona, in parts of Navajo and Coconino Counties. The reservation encompasses approximately 1.5 million contiguous acres, with smaller land holdings located off-reservation. Twelve major villages, eleven Hopi and one Tewa, are situated on the southern end of Black Mesa, a high plateau ranging in elevation from 6,000 to 8,000 feet. Of the 12,376 Hopi and Tewa tribal members recorded in the 2004 census update, approximately 7,282 live on the reservation.

Continual occupancy of this area since 500CE gives Hopi people the longest authenticated history of occupation of a single area by any Native American tribe in the United States. Agriculture has been the mainstay of our livelihoods since this time. Hopi farmers are best known for the drought-resistant strains of corn they have cultivated over time. Additional crops include numerous varieties of beans, squash, melons and fruit orchards. Their agriculture knowledge, combined with a vast knowledge of local plants, herbs and minerals, has enabled the Hopi people and their ancestors to survive and prosper in a harsh, desert environment.

Second Mesa is occupied by three villages: Mishongnovi on the east, Sipaulovi in the center, and Shungopavi to the west. Second Mesa is the name of the post office located at the 87/264 junction and a Census Data Place (CDP). Shungopavi is a separate CDP.

Village strategies identified support for the local economy through retention of dollars that would otherwise be spent off-reservation and development of locally owned small business enterprises such as arts and crafts and food vendors, to provide goods and services that increase the sustainability of the

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local economy. Locally-controlled businesses and professional opportunities support innovative entrepreneurship while creating meaningful jobs.

This type of development is desirable for lowering the unemployment rate experienced by members of the Hopi Tribe and its communities. Reducing commute times and associated fuel expenditures will reduce impacts to the environment.

The villages and the Hopi Tribe are working to create tourism and enterprise development that respect Hopi goals, integrate preservation of resources and culture, and are part of an overall program that plans for long-term asset management. The Hopi philosophy of “sumi’nangwa” means “coming together for the benefit of all,” creating settings that are inviting for socialization. The implementation of this project will ensure financial and economic benefits to the community.

Sustainability

Completion of paving the Hopi BIA Route 60 will aid in keeping the integrity of the archeological site nearby and the natural vegetation and wildlife as traffic will no longer use the drainage and shoulder as an alternate traffic route.

In furthering sustainability for the environment, paving this roadway will significantly diminish the dependence of fossil fuels and oil leakages from the undercarriage of vehicles caused by the severe rough road.

Safety

Paving the Hopi BIA Route 60 will immediately improve the response times of emergency responders and law enforcement officials. Unfortunately, data is not available from law enforcement or emergency responders due to the limitations of recordkeeping efforts.

Statements have been received to support the claim of increase response of these officials and of citizens who are in need of immediate medical attention.

Evaluation of Expected Project Costs and Benefits

The Hopi Tribe is currently working on the project’s expected benefits in the five long-term outcomes in this section.

Unfortunately, this data is not readily available as there is a delay in data collection and available qualified personnel in the tribal government. As part of this project, partnering agencies will provide the needed technical assistance and/or assistance in the acquisition of appropriate consulting firms to prepare a detailed analysis forecasting to a minimum of five-years.

Evaluation of Project Performance

Job Creation and Economic Stimulus

The project is located in one of the most economically depressed counties in Arizona. The entire county is a designated Enterprise Zone to stimulate economic growth due to high poverty and unemployment rates. Census Bureau data shows that between 2005 and 2007 18.8 percent of Navajo County families lived in poverty. This is 82 percent higher than the statewide average for the same time period.

The 2005 – 2006 Comprehensive Economic Development Strategy of the Navajo Nation Employment and Income Data by Counties shows Navajo County with 2,677,080 acres of land, 2006 population of 27,365, a labor force of 8,346 and 101 employers.

The Hopi reservation has a vibrant informal economy, which includes goods and services produced for household consumption, items exchanged in social and religious contexts, and crops and livestock primarily for internal consumption. The largest single private sector of economic activity within Hopi lands is home-based manufacturing, which contributes an estimated \$5.7 million to the local economy.

A large portion of the Hopi population is self-employed as artists and craftspeople who produce world-renowned fine Hopi arts and crafts, selling directly to community members and tourists, as well as through outlets both on and off the reservation. A growing number of Hopi go on to higher education and professional careers away from the Hopi Nation. Creating local jobs will ensure that young families and children can participate in their communities and culture.

The junction of Highways 264 and 87, which connects to I-40, is one of the main crossroads in the Hopi Nation and is approximately five miles to the west from the Hopi Road 60 junction with 264. Development is planned for the 264/87 intersection, a central hub attracting tourists from off-reservation commercial properties and hotels owned by the Hopi Tribe in Holbrook, Winslow, Flagstaff, and Sedona.

Businesses owned and operated off reservation by the Hopi Tribe include two travel centers near Winslow and Holbrook, Arizona; five cattle ranches; the Heritage Square and Kachina Square business centers, Flagstaff; and the Kokopelli Inn, Sedona. These businesses are from 60 to 150 miles away from the Hopi Reservation. These businesses, and marketing efforts of village enterprises, are generating increased tourism to the Hopi reservation from in-state and international markets.

The Hopi Tribe is a non-gaming tribe. It does not generate any income from gaming activities nor does it anticipate any future funds being generated from such activities. Participating in gaming has twice been put to the Hopi public for consensus vote; twice it has been defeated.

The major employment opportunities on the Hopi Reservation are with federally funded programs including the Bureau of Indian Affairs (BIA), the Indian Health Service (IHS), and the Hopi Tribal Government, accounting for approximately 46 percent of employment. The majority of Hopi Tribal Government is supported from Peabody coal lease revenues. A portion of the employed Hopi

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population works in private sector businesses such as gas stations, restaurants, and other service related jobs.

A selection of Planning and Research documents supporting improved infrastructure include:

1. Hopit Potskwaniat – Hopi Tribe Consolidated Strategic Plan of 1995
2. Village Comprehensive Economic Development Strategies – 2001
3. Village Potskwaniats - Multi-Year Strategic Plans – 2004
4. Natwani Hopi Community Food Assessment – 2004-2005
5. 2004-2005 Survey of Visitors to the Hopi Tribe, Arizona Hospitality Research and Resource Center

Since the first 1995 Potskwaniat, tribal and village strategic planning sessions have identified the need for community-based economic development that incorporates natural, human, and social capitals and locally-controlled tourism and enterprise as the best way to self-sufficiency. A Northern Arizona University “Shopping and Spending Survey” identified locally-owned businesses as key to this effort, along with artist studios, office space, retail opportunities, better infrastructure supporting tourism, and service-oriented businesses.

Project Schedule

Although clearances have been completed they will need to be updated due to the length of time between the time the clearance was conducted and this funding request. The project team has already begun making the necessary arrangements of shoring up Request for Proposals and/or Intergovernmental Agreements to fast-track the environmental studies and clearances.

Using a design-build process, construction on Hopi BIA Route 60 will begin as soon as weather permits after the spring thaw in 2010. Due to the nature of this land, the design-build process will help alleviate any problems and delays for redeterminations by all parties involved. Construction will be complete by the end of 2012.

Project managers and grant managers will be in close communication on a weekly basis to ensure timeliness of the project and remedy any problems that may occur. In addition, this close communication will assist in meeting all required reporting requirements.

PROJECT SCHEDULE

Calendar Quarters	Project	
	Hopi Route 60	
2010		
Q1	Design, Preliminary Engineering	
Q2	Environmental	
Q3	Design, Construction	
Q4	Design, Construction	
2011		
Q1	Design, Construction	
Q2	Design, Construction	
Q3	Design, Construction	
Q4	Design, Construction	

Environmental Approvals

An environmental assessment was conducted for the Hopi Route 60 project in 1984 to construct a road with two lanes with an asphalt paved surface. In this assessment a Finding of No Significant Impact (FONSI) was issued.

Due to the extended length of time since the environmental assessment was issued a review of this assessment and update will be conducted to support the original findings and to incorporate the center line realignment.

Subsequent environmental analyses need to consider the effect of additional traffic on the corridor. Issues such as noise, accident rates, and potential impacts to water quality need to be investigated.

The Hopi and Navajo Tribes along with BIA are cooperating with the Navajo County team to expedite the environmental process for the Hopi Route 60 paving road construction. In September 2009, the project has already begun making arrangement to issue an Request for Proposal and/or Intergovernmental Agreements.

Legislative Approvals

The Hopi Tribal Council, Navajo Nation Council's Transportation and Community Development Committee (delegated by the Council to act on pertinent matters), and the Navajo County Board of Supervisors have approved this project through resolution. The Bureaus of Indian Affairs, Hopi Agency has shown support through a letter and active involvement by providing necessary documentation availability of key staff.

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Support letters from neighboring communities and school districts are available on the project web site at: <http://www.navajocountyaz.gov/NorthNavajoCountyTIGER/> demonstrating the need and importance of this project.

This project is part of the Hopi Tribal Road Improvement List by Resolution No. H-048-2003.

The Navajo Nation Council Delegates for the communities of Pinon/Black Mesa, Whippoorwill/Tachee/Blue Gap, Low Mountain and Forest Lake have provided letters of support. The Navajo Nation Council's Transportation and Community Development Committee by Resolution TDCDS-33-09 supports the submission of a joint application on behalf of Navajo County and the Hopi Tribe for funding the TIGER Grant program.

State and Local Planning

The project is in alignment with the local planning process as the Tribal Council and the Hopi Transportation Task Team has approved the Hopi Tribal Road Improvement List by Resolution No. H-048-2003. Since 1976 when the roadway was established the intent was to have a paved road; however, necessary funding was not available.

The Hopi Tribe is fully aware and have approved completion of the project by February 2012 by resolution on September 5, 2009.

Technical Feasibility

The Hopi Tribe will receive assistance from the Bureau of Indian Affairs in the review of prior technical elements to determine need for updates due to current industry and governmental standards.

In addition, Navajo County and the Navajo Nation will be available to provide technical expertise through their Public Works and Public Transportation Departments respectively.

Financial Feasibility

The Hopi Tribe is in receipt of Public Land and Highways Discretionary Fund monies to complete all design, clearances specifically for this project. The Hopi Tribe has set these monies aside until funding for the actual construction is available. The Hopi Tribe successfully demonstrated the need and importance of the project as \$1,000,000 was allocated to this project; however, due to mandatory reductions at the federal level the final allocation amount is \$841,055.

The Hopi Tribe has received commitment from the Bureau of Indian Affairs, Hopi Agency assist in management of the project and Navajo County will assist in ensuring the reporting structure for the stimulus dollars are consistent and timely as stipulated by the Recovery Act.

SECONDARY SELECTION CRITERIA

Innovation

Innovation is directly related to the collaboration of the project stakeholders. This is a historic project with the combine support of The Hopi Tribe and Navajo Nation, especially since the project activities are solely on Hopi land. In addition, this project is one of a kind for the State of Arizona in relation to this source of funding. Based on news articles available through the Internet, no other agency is presenting a project within a tribal jurisdiction.

During the design-build process, innovation will be incorporated to ensure cost effectiveness and durability against increased traffic and adverse storm damage. These innovative concepts will be incorporated at the time of the construction if economically feasible and will successfully project an increased benefit to the travelers, agencies and the federal government.

Partnership

Jurisdictional and Stakeholder Collaboration

This project is a first for The Hopi Tribe in relation to partnerships. In such a short period of time, The Hopi Tribe has been able to work with their communities and cross jurisdictional boundaries with the Navajo Nation in seeking and obtaining assistance on a project that is clearly within the boundaries of The Hopi Tribe.

The Navajo Nation has fast-tracked their support of the project and have provided key personnel to assist in the prospect of this project from communication amongst their chapters and obtaining full support from their Transportation and Community Development Committee.

The Bureau of Indian Affairs, Hopi Agency has declared their support in providing all past documentation to support this project and has dedicated personnel to assist in obtaining the necessary documentation and studies required to further this project to readiness.

Navajo County has provided support of the project and necessary technical assistance to bring the project to the point of readiness.

This united stance reinforces the strides that have been made by all partners to overcome differences between the agencies for the common goal of benefitting the people of The Hopi Tribe and Navajo Nation.

FEDERAL WAGE RATE REQUIREMENT

The Hopi Tribe certifies they will comply will all federal wage rate requirements as defined in the United States Code:

http://www.law.cornell.edu/uscode/uscode40/usc_sup_01_40_08_II_10_A_20_31_30_IV.html and as required by the Recovery Act.

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The Certification is available on the TIGER grant application web site through Navajo County.

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) REQUIREMENT

The Hopi Tribe will meet the National Environmental Policy Act (NEPA) Requirements as determined prior to the awarding of the grant in February 2010.

ENVIRONMENTALLY RELATED FEDERAL, STATE AND LOCAL ACTIONS

The Hopi Tribe will meet all environmentally related studies and clearances prior to the start of the award of the grant in February 2010.